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# NAUTICAL TERMS & PHRASES



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MARINE CORPS SCHOOLS

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## NAVY CORPS SCHOOLS

### A

- ABACK.** The position of the sails when the wind presses their surfaces toward the mast, tending to force the vessel astern.
- **ABEFT.** In the direction of the stern.
- **ABEFT THE BEAM.** The bearing of an object more than 90 degrees from ahead.
- **ABANDON.** To leave—as abandon ship.
- ABOARD.** On the vessel.
- ABOUT.** To go on the opposite tack.
- ABREAST.** Abeam of.
- **ACCOMMODATION LADDER.** The portable steps from the gangway to the waterline.
- **ADRIFT.** Loose from the moorings.
- AFLOAT.** Resting on the water.
- **AFT.** Near the stern.
- AGROUND.** Resting on the bottom.
- **AHEAD.** In the direction of the vessel's bow.
- AHOY!** A term used in hailing a vessel.
- ALEE.** When the helm is put over to the leeward.
- ALIVE.** Alert.
- **ALL HANDS.** The entire crew.
- **ALOFT.** Above the upper deck.
- **ALONGSIDE.** Side to side.
- **AMIDSHIPS.** In the center of the vessel, either with reference to her length or to her breadth.
- ANCHORAGE.** A place to anchor.
- ANCHOR LIGHTS.** The riding lights carried on the fore-stays while a vessel is at anchor.
- ANCHOR WATCH.** The detail on deck at night when at anchor to safeguard the vessel.
- ANEROID BAROMETER.** A mechanical barometer containing no liquid.
- ANNUNCIATOR.** An electric drop indicating the source of a call.

- ARMING.** The tallow placed in the cavity at the bottom of a lead for the purpose of bringing up a sample of the bottom.
- ARMOR-BELT.** The width of armor carried on a man-of-war above and below the waterline.
- ARMOR-SHELF.** The plate forming the foundation for the armor belt.
- ASHORE.** On the shore.
- **ASTERN.** The bearing of an object 180 degrees from ahead.
- **ATHWARTSHIPS.** At right angles to the fore-and-aft line of the vessel.
- AVAST!** Stop.
- **AWASH.** Level with the water.
- AWEATHER.** To windward.
- **AWEIGH.** The position of the anchor when its flukes are raised clear of the bottom.
- AWNING.** A covering of canvas over a vessel's deck or over a boat to keep off sun and rain.
- **AYE, AYE, SIR.** A reply to an officer's call or order.

## B

- BACKBOARD.** A rest for the steersman's back, consisting of an athwartship vertical board.
- BACKBONE.** The rope stitched to the back of the middle of an awning and to which the crow's-foot is spliced.
- BACKSTAY.** A rope bracing a mast from aft and leading from the masthead to the rail.
- BACKWASH.** The agitated water thrown aft by the propeller.
- BAIL.** To throw water out of a boat; a yoke as a ladder bail.
- BALE.** A tightly packed bundle.
- BALLAST.** Heavy weights packed in the bottom of a boat or ship to give her stability.
- BANK.** A boat is double-banked when two oars, one opposite the other, are pulled by men seated on the same thwart.
- BARE-POLE.** The condition of a vessel when she has no sail set.
- BARGE.** A ship's boat designated for the use of flag officers.



- BARK or BARQUE.** A three-masted vessel, having her fore and mainmast rigged like a ship's and her mizzenmast like the mainmast of a schooner, with no sail upon it but a spanker and gag topsail.
- BARNACLE.** A hard shell-fish often found on the vessel's bottom.
- **BAROMETER.** An instrument registering the pressure of the atmosphere.
- BARRATRY.** Dishonest actions on the part of the ship-master.
- BATTENS.** Thin strips of wood put around the hatches to keep the tarpaulin down. Also placed upon rigging to keep it from chafing.
- BEACON.** A navigational mark placed on a danger—it may be a ball, cage or perch.
- BEAM-ENDS.** Said of a vessel when she is hove over or listed until her deck beams approach the vertical.
- BEAM WIND.** A wind at right angles to a vessel's course.
- BEAR.** A place designation.
- **BEAR-A-HAND.** To hurry; to assist.
- BEAR DOWN.** To approach from the windward.
- BEAR IN.** To approach the shore.
- **BEARING.** The direction or relative position of an object. That part of a vessel's hull which is on the waterline when she is at anchor and in her proper trim. The widest part of the vessel below the plank-shear.
- BEAR OFF.** To keep a boat clear of a dock or another boat.
- BEAR UP.** To put the helm up and let the vessel run off to leeward.
- BEATING TO WINDWARD.** Making progress against the direction of the wind when sailing on the wind or close-hauled.
- BECALMED.** Said of a vessel when in a calm.
- BECKET.** A piece of rope placed so as to confine a spar or another rope. A handle made of rope, in the form of a circle. The handle of a chest.
- BEEES.** Pieces of plank bolted to the outer end of the bowsprit to reeve the foretopmast stays through.
- **BELAY.** To make fast to a pin or cleat. (Stop, cancel, such as to belay an order).
- BELAYING-PIN.** A wooden or iron-shaped pin fitting into a rail, and used for securing gear.

- BELL-PULL.** The handle in the steering station by which the engine room is signalled to by bells, indicating the desired speed.
- BEND.** To make fast, e.g: bend a cable is to make it fast to the anchor. A knot by which a rope is made fast to another.
- BENDS.** The strongest part of a vessel's side, to which the beams, knees, and foothooks are bolted. The part between the water's edge and the bulwarks.
- BERTH.** A vessel's place at anchor or at a dock.
- BETWEEN-DECKS.** The space between any two decks of a ship.
- BETWIXT WIND AND WATER.** That part of the vessel at or near the waterline.
- BIBBS.** Pieces bolted to the hounds of a mast, to support the trestle-trees.
- BIGHT.** The double part of a rope when it is folded. Any part of a rope may be called the bight, except the ends. Also, a bend in the shore, making a small bay or inlet.
- BILGE.** The curved part of the ship's hull where the sides and the flat bottom meet. Also the largest circumference of a cask.
- BILGE-WATER.** Water which settles in the bilge.
- BILGEWAYS.** Timbers placed beneath a vessel when building.
- BILL.** The point at the extremity of a fluke of an anchor.
- **BINNACLE.** The stand, usually of brass or composition, in which the compass rests and which contains the compensating magnets.
  - **BINNACLE LIST.** A list posted on men-of-war with the names of those excused from duty by the Medical Officer on account of sickness.
- BITTER.** The last part of a rope.
- **BITTS.** Vertical wooden or metal projections on the deck used for securing lines or gear.
- BLADE.** The flat part of an oar which is thrust into the water when rowing.
- BLINKER TUBE.** A tube carrying a signal light capable of being operated to indicate dots and dashes; the tube directs the beam of light.
- **BLOCK.** A piece of wood or metal which sheaves, or wheels, through which the running rigging passes, to add to the purchase.

- BLOWER.** A ventilating or forced draught blower.
- BOARDING BOOK.** A notebook on a man-of-war in which an officer boarding another vessel records data obtained.
- **BOAT-BOOM.** The boom swung out from a ship's side when at anchor and to which boats in the water secure.
  - BOAT-CLOTH.** A blue cloth thrown over the stern-sheets for officer passengers.
  - **BOAT-FALL.** A purchase of two blocks and a length of rope for hoisting a boat to its davits.
  - **BOATHOOK.** A wooden staff with a metal hook at one end used for fending off or holding on.
  - BOAT RECALL.** A signal from a ship to recall a certain boat.
  - **BOATSWAIN.** An officer aboard ship who has charge of the rigging and who calls the crew to duty.
  - **BOATSWAIN CHEST.** The deck chest in which the bo'sun keeps his deck gear. (Boatswain's locker).
  - BOAT THE OARS.** The order to place the oars in the boat.
  - BOLTS.** Cylindrical bars of iron, copper or composition, used to secure the different parts of a vessel.
  - BOLT-ROPE.** The rope which goes around a sail, and to which the canvas is sewed.
  - BONE.** Froth at the stem caused by a vessel's way.
  - **BOOBY-HATCH.** A raised small hatch.
  - **BOOM.** Spars secured to a ship's side to which boats are secured. A spar used to extend the foot of a fore-and-aft sail or studdingsail.
  - **BOOT-TOPPING.** The anti-corrosive paint used on and above the waterline.
  - **BOS'N'S CHAIR.** The piece of board on which a man working aloft is swung.
  - **BOW.** The forward part of a vessel's sides.
  - BOWER.** A working anchor, the cable of which is bent and reeved through the hawse-hole.
  - **BOWLINE.** A hitch in the form of a noose, used for securing hawsers to bollards, lowering men over the side and for many similar purposes. It is called the "king of knots" and when properly tied will not slip or jamb.
  - BOWSE.** To pull upon a tackle.
  - BOWSPRIT.** A spar extending forward from the stem and carrying the lead of part of the gear for the headsails.

**BOXING THE COMPASS.** Calling the names of the 32 points of the compass in order.

**BRACES.** (Rudder, upper and lower). Strips of metal secured to the rudder, the forward ends of which fit over the rudder hanger on the stern post, thus securing the rudder and forming a pivot upon which the rudder swings.

• **BRACKISH.** Half salt and half fresh water.

**BRAILS.** Ropes by which the foot or lower corners of fore-and-aft sails are hauled up.

**BREAK.** To break bulk, or begin to unload. A term used to indicate a pause between words or letters.

• **BREAKER.** A small cask containing water; used in ship's boats.

**BREAKERS.** Waves broken by ledges or shoals.

**BREAK-FAST.** A rope used to confine a vessel broadside to a wharf, or to some other vessel.

**BREAST-ROPE.** A rope passed around a man in the chains, while sounding.

**BREECH.** The bottom of a block. The after end of a gun. The outside angle of a knee-timber.

• **BRIDGE.** The raised platform extending athwartship in the forward part of the ship and from which it is steered and navigated. Amidships and after bridges are sometimes so fitted.

• **BRIG.** The ship's prison. A square-rigged vessel with two masts. An hermaphrodite brig is rigged on the foremast like a brig and on the mainmast like a schooner.

• **BRIGHTWORK.** Polished brasswork.

**BRIGHT WOODWORK.** Woodwork kept scraped and not painted.

**BRING TO.** To heave or lie-to or to come to an anchorage.

**BRING UP.** To anchor.

**BROACH TO.** To slew round when running before the wind.

• **BROAD ON THE BOW.** The bearing of an object 45 degrees from ahead.

• **BROAD ON THE QUARTER.** The bearing of an object 135 degrees from ahead.

**BROADSIDE.** The entire side of a vessel, or the simultaneous discharge of all guns on one side.



- BROKEN-BACKED.** When a vessel is so strained as to droop at each end.
- **BULKHEAD.** Transverse or longitudinal partitions separating portions of the ship (walls).
  - BULLS-EYE.** An oval piece of wood with a hole through it for the lead of a rope.
  - BULL THE BUOY.** Said of a vessel when her sides bump a buoy.
  - BULWARKS.** The light plating or wooden extension of the ship's sides above the upper deck.
  - BUMBOAT.** A boat with articles for sale which comes alongside of a vessel in port.
  - **BUNK.** Bed on board ship.
  - BUNKER.** A compartment for the stowage of coal.
  - BUNTING.** Thin woolen material for flags.
  - **BUOY.** A floating object moored on a dangerous rock or shoal, or at the edge of a channel as a guide to navigators. To stream a buoy, is dropping it into the water before letting go of an anchor.  
A buoy is said to watch, when it floats upon the surface of the water.
  - BURGEE.** A small flag, either pointed or swallowtail.
  - BURTON.** A tackle rove in a particular manner.
  - BUTT.** The ends of decks or outside planking where they meet.
  - BUTT END FIRST.** Said of a sudden squall of wind striking a vessel after a period of calm.
  - BY THE BOARD.** Overboard.
  - BY THE HEAD.** (Stern). Deeper forward (aft).
  - BY THE RUN.** To let go altogether.

## C

- **CABIN.** The captain's quarters.
- CABLE.** A rope; a chain secured to an anchor.
- CABLE'S LENGTH.** 100 fathoms or 600 feet.
- CAISSON.** The gate to a drydock, either floating or sliding.
- CALL.** The boatswain's pipe.
- **CALL AWAY.** To send away by the boatswain's pipe.
- CANTED.** Inclined.
- **CANVAS.** The cloth of which sails are made.

- CAPSIZE.** To overturn.
- **CAPSTAN.** The vertical barrel situated on the forecastle and geared to the windlass.
- **CARDINAL POINTS.** The four main points of the compass.
- CAREEN.** To list or heel over.
- **CARGO-HATCH.** A hatch over a cargo hold.
- **CARRY AWAY.** To break or tear loose.
- CARTEL.** An agreement for an exchange of prisoners; a cartel ship is for the purpose of transporting such persons.
- CAST.** To pay a vessel's head off, in getting under way, on the tack she is to start upon.
- **CAST LOOSE.** To let go or unfurl or cast off.
- CATCH.** The point at the beginning of the stroke when the oar takes the water.
- CATCH-A-CRAB.** To turn the oar in the water improperly when rowing so that the oar must be thrown out of the oarlock to clear it.
- CATCH A TURN.** To take a turn with a rope quickly, usually for holding it temporarily.
- CAT'S-PAW.** A light current of air on the surface of the water. A kind of hitch made in a rope.
- CAULK.** To fill the seams of a vessel with oakum.
- CAULKING MAT.** A canvas mat used by men-of-war-men when sleeping on deck.
- CHAFE.** To rub the surface.
- **CHAIN-LOCKER.** A compartment forward where the chain cable is stowed.
- **CHECK.** To slack gradually.
- CHINSE.** To drive oakum into seams.
- CHIPS.** Nickname for ship's carpenter.
- **CHOCK-A-BLOCK.** Full; specifically when the two blocks of a tackle have been drawn as close together as possible.
- **CHOCKS.** Wedges used to secure anything, or to rest upon.
- **CLAMP DOWN.** To sprinkle and swab down, as a deck in hot weather.
- CLAP ON.** To seize hold of; to put on.
- CLAW.** To work off a lee shore.

- CLEARANCE.** The papers furnished a vessel by port authorities to indicate that regulations have been complied with before leaving.
- CLEAR FOR RUNNING.** Ready to run out without fouling.
- **CLEAT.** A fitting of wood or metal with horns, used for securing lines.
  - CLEWLINE.** A rope used to haul up the clew of a square sail.
  - CLINCH.** A half-hitch, stopped to its own part.
  - **CLINOMETER.** An instrument for measuring the degree of roll or heel.
  - CLOSE-HAULED.** When a vessel is sailing as close to the wind as she will go.
  - **CLOTHES-STOP.** Small cotton line used for stopping clothes to the line or for securing clothes rolled up in bags or lockers.
  - CLOUD BANK.** A bank of clouds.
  - CLOVE-HITCH.** Two half hitches round a spar or rope.
  - **COAMING.** The raised framework around deck openings.
  - COAT.** A piece of canvas (mast-coat), tarred or painted, placed around a mast or bowsprit, where it enters the deck to keep out of water.
  - **COCKPIT.** The space in a boat abaft the cabin.
  - CODE SIGNALS.** A combination of symbols used in transmitting messages. Flags used for communication at sea.
  - **COFFERDAM.** A cellular subdivision usually filled with cellulose found on old ships as a protection at the waterline.
  - **COIL.** To lay up a rope in a circle, with one turn or fake over another.
  - **COLLISION-BULKHEAD.** A water-tight athwartship bulkhead a short distance abaft the stem, for the purpose of confining damage due to a head-on collision.
  - **COLORS.** The national ensign.
  - COME UP. (behind).** To slack away after hauling so that the gear may be belayed.
  - **COMPANION WAY.** The steps leading below from the upper deck.
  - **COMPASS.** An instrument for determining courses steered and bearings, by indicating the magnetic or true North and the ship's head.

**COMPOSITE BUILT.** Constructed with an iron frame and wooden planking.

• **CONNING.** Directing the steering by orders to the steersman.

• **CONVOY.** A merchant vessel or vessels sailing under the escort of a man-of-war.

• **COURSE.** The point of the compass toward which the vessel is steering.

• **COXSWAIN.** The enlisted man in charge of a boat and usually serving as steersman.

• **CRADLE.** A stowage rest for a ship's boat.

• **CRAFT.** A general term applied to one or more small vessels.

**CRINGLE.** A piece of rope spliced into an eye over a thimble in the bolt-rope of a sail.

• **CROSSING THE LINE.** Crossing the Equator.

**CROSS-TREES.** Pieces of oak supported by the cheeks and trestle-trees at the mastheads, to sustain the tops on the lower mast, and to spread the rigging at the topmasthead.

**CROWN.** The lowest part of an anchor, between the arms.

• **CROW'S-NEST.** The platform on the mast for the lookout.

**CROWD ON.** To set all sail possible.

**CUTTER.** A double-banked, square-sterned ship's boat pulling 10 oars.

**CUTWATER.** The foremost part of the stem, cutting the water as the vessel forges ahead.

## D

• **DAVIT.** A curved metal spar fitting into a socket on deck and projecting over the side for hanging a boat.

**DAVY JONES.** The spirit of the sea.

**DAVY JONES'S LOCKER.** The bottom of the sea.

• **DAY'S DUTY.** The term applied to a tour of duty on shipboard lasting 24 hours.

**DAY'S WORK.** A navigator's reckoning from early morning to night.

• **DEAD AHEAD.** Directly ahead.

**DEADEN THE WAY.** To impede a vessel's progress.



- **DEAD LIGHTS.** Round thick glass in the side of a ship for lighting purposes.
- DEAD-RECKONING.** A navigator's reckoning with courses steered and distances run independent of sights or bearings.
- DEAD-RISE.** The angle of a ship's floor to the horizontal.
- DEAD-WATER.** The eddy of a vessel's wake under the counter.
- DEAD-WEIGHT.** (Capacity). The difference between a vessel's light and loaded displacement.
- DEAD-WOOD.** The vertical flat part at the stern of an iron or steel vessel.
- **DECK.** The floor of all parts of the vessel which rest upon the beams.
- DECK-BEAM.** An athwartship beam supporting a deck.
- DECK-STOPPER.** A stopper used for securing the cable forward of the windlass or capstan, while it is being overhauled.
- **DEEP SEA LEAD.** (pronounced dip-sea). A lead of 50 pounds weight armed and used with the deep-sea lead-line, which is 120 fathoms or over.
- DEPARTURE.** The easting or westing made by a vessel. The bearing and distance of an object on the coast from which a vessel commences dead reckoning.
- DERELICT.** An abandoned vessel at sea.
- DINGHY.** A small handy ship's boat, single-banked with four oars, used for light ship's work. They carry sails and are one-sprit rigged.
- **DIP.** (Colors). The temporary lowering of the ensign part way down in the process of saluting or returning a salute of another vessel.
- DISMANTLE.** To strip a vessel of her spars and upper masts.
- DISMAST.** To carry away the masts of a vessel in a blow.
- DITTY-BOX.** A small box with hinged lid used by men-of-warship for stowing small articles.
- **DISPLACEMENT.** The weight of water displaced by any vessel.
- DOCKING-KEEL.** The heavy wooden keel fitted on flat-floor vessels, outboard of the main keel, for use in taking the ship's weight when in dock.
- **DOGS.** Used to secure water-tight doors and hatches.

**DOG-VANE.** A small vane, usually made of bunting to show the direction of the wind.

**DOG WATCH.** One of the two-hour watches from 4 to 8 p.m.; from 4 to 6 p.m. is the first dog watch, and from 6 to 8 p.m., the second dog watch.

**DORY.** A small flat-bottomed boat, usually fitted with an engine.

**DOUBLE-BANKED.** A twelve-oared whaleboat; or where two or more oarsmen in any other type of pulling boat man an oar.

**DOUBLE BOTTOMS.** Water-tight subdivisions of a man-of-war next to the keel and between the outer bottom and inner bottom.

**DOUSE.** To take in, or lower a sail; to put out a light; to cover with water.

**DOUSE-STRIKER.** The martingale.

**DOUBLING.** Sailing around a point of land.

**DRAFT.** The depth of water to vessel's keel. The depth to which a vessel sinks in the water.

**DRAG.** A heavy frame dragged along the bottom as in oyster dredging; a semi-submerged contrivance for keeping a vessel's head to wind and sea.

**DRAGGING.** To haul the anchor along the bottom when it fails to hold.

**DRAW.** A sail when bellied out by the wind is said to draw.

**DRESSING SHIP.** A display of flags over the mastheads and down to the stem and stern, used on special dress occasions.

**DRIFT.** The amount of leeway of a vessel, or of a tide or current.

**DRIFT-LEAD.** A hand lead from 14 to 20 pounds dropped over the side when at anchor to give notice if the ship drags.

**DROP DOWN.** To sail or steam down toward a river's mouth; an order for a ship's boat to cast off from the boom and back down to the gangway.

**DUCK.** A kind of cloth, lighter and finer than canvas, used for small sails.

**DUMB COMPASS.** Same as Pelorus.

**DUNNAGE.** Loose material placed in holds for the cargo to rest on, or jammed between the cargo to wedge it.

## E

- **EASE OFF.** To slack up.
- **EASY.** Carefully.
- EBB.** The reflux of the tide.
- EDDY.** A circular motion in the water caused by the meeting of opposite currents.
- **EMBARK.** To go on board.
- **ENSIGN.** The flag carried by a vessel as the insignia of her nationality.
- ENTRANCE.** The portion of a vessel's bow just above the waterline.
- EQUINOX.** The time the sun crosses the equator.
- **EVEN KEEL.** Floating level.
- **EYE-BOLT.** A long iron bar, having an eye at one end, driven through a vessel's deck or side into a timber or beam, with the eye remaining out, to hook a tackle to.
- EYELET-HOLE.** A hole made in a sail for cringle or roband to go through.
- **EYES OF A VESSEL.** The extreme forward part.
- EYE-SPLICE.** A kind of splice made with the end of a rope.

## F

- FAG.** Ragged; like untwisted ends of rope.
- FAIR LEADER.** A block or thimble for running rigging to lead through.
- FAIRWAY.** An open channel.
- **FAKE.** A circle made in coiling rope.
- **FALL.** That part of tackle to which the power is applied in hoisting.
- **FANTAIL.** The part of the stern of a vessel extending abaft the sternpost.
- **FATHOM.** Six feet.
- FEATHER.** Turning the blade of an oar horizontally at the finish of a stroke.
- **FENDER.** Canvas, wood or rope used over the side to protect a vessel from chafing when alongside another vessel or a dock.

**FID.** A block of wood or iron, placed through the hole in the heel of a mast, and resting on the trestle-trees of the mast below. This supports the mast. Also, a wooden pin, tapered and used in splicing, rigging, etc.

**FIDLEY.** The iron framework around the ladder of a deck-hatch leading below decks.

**FIELD DAY.** A day for general ship cleaning.

**FIRST LIEUTENANT.** The officer charged with the cleanliness of a man-of-war, and who is in charge of the C and R equipment.

**FISH.** To raise the flukes of an anchor upon the gunwale. Also, to strengthen a spar when sprung or weakened by fastening on other pieces.

**FISH DAVIT.** The davit used for fishing an anchor.

**FLAGSTAFF.** The staff to which the ensign is hoisted.

**FLARE.** When a vessel's sides go out from the perpendicular.

**FLEET.** To come up on a tackle and draw the blocks apart for another pull, after they have been hauled two blocks. Also, to shift position of a block or fall, so as to haul to more advantage.

**FLOOR-PLATES.** Removable iron plates forming the deck plating in fire and engine rooms.

**FLUKES.** The broad triangular plates at the extremity of the arms of an anchor, terminating in a point called the bill.

**FLY.** That part of a flag which extends from the union to the extreme end.

**FOG-BOUND.** Said of a vessel when forced to lie at anchor due to a fog.

**FOOT.** The lower end of a mast or sail.

**FOOT-ROPE.** A rope upon which to stand when reefing or furling sail.

**FORE.** Term used to distinguish the forward part of a vessel, or parts forward of amidships

**FORE AND AFT.** In the direction of the keel.

**FORECASTLEDECK.** A partial deck at the bow or over the main deck.

**FORECASTLE.** The upper deck forward of the foremast.

**FOREFOOT.** The heel of the stem where it connects to the keel.

**FORELOCK.** A flat piece of iron, driven through the end of a bolt, to prevent its drawing.



- **FOREMAST.** The forward mast of a vessel.
- FOREPEAK.** The part of the vessel below decks at the stem.
- FORE-SHEETS.** The portion of a boat forward of the foremost thwart.
- FORGE AHEAD.** To make progress, especially when carried ahead by momentum.
- **FOUL.** Jammed; not clear.
- **FOUL ANCHOR.** When the cable has a turn around the anchor.
- FOUL HAWSE.** When the two cables are crossed or twisted, beyond the stem.
- FOUNDER.** To sink.
- FOX.** Made by twisting together two or more rope-yarns.
- FRAME.** The ribs of a ship, strengthening and supporting the shell plating.
- FRAP.** To pass ropes around a sail to keep it from blowing loose. Also, to draw ropes around a vessel which is weakened to keep her together.
- FREE.** A vessel is free when she has a fair wind. Also, when she has been pumped free of water.
- FREEBOARD.** The distance from the waterline to the rail or covering board.
- **FULL RUDDER.** Hard over rudder angle.
- FULL SPEED.** One-eighth more than standard speed.
- FURL.** To gather up and secure a sail or awning.

## G

- GAFF.** A spar, to which the head of a fore-and-aft sail is bent.
- GAGE.** A position toward or away from the wind or sun, with reference to another vessel.
- **GALLEY.** The ship's kitchen.
- **GANGWAY.** An opening in the bulwarks to give entrance to the ship.
- GANGWAY LADDER.** Same as accommodation ladder.
- GARBOARD-STRAKE.** The plates next to the keel, on each side.
- **GATHER WAY.** To attain headway.
- **GEAR.** The general name for ropes, blocks and tackles of spars or sails.

- **GIG.** A ship's boat designated for the use of the commanding officer.
- GILGUY (or gadget).** A term used to designate an object for which the correct name is temporarily forgotten.
- GIMBALS.** A pair of rings one within the other and with axes at right angles to one another for supporting the compass and keeping it horizontal.
- **GIVE WAY.** An order to men is a boat to pull with more force or to begin pulling.
- GLASS.** A term used by mariners for barometer.
- GOOSE-NECK.** An iron ring fitted to the end of a yard or boom.
- GRANNY-KNOT.** A square knot improperly tied.
- **GRAPNEL.** A small anchor with several claws.
- **GROUND TACKLE.** A term used to cover all of the anchor gear.
- **GRATING.** A wooden lattice-work platform covering a hatch or the bottom boards of a boat; similarly designed gratings of metal are frequently found on shipboard.
- **GRIPES.** Bars of iron, with lanyards, rings and clews, by which a boat is lashed to the ring-bolts of the deck. Those for a quarter-boat are made of long strips of canvas going round her and set taut by a lanyard.
- **GROMMET.** A ring formed of rope, by laying around a single strand.
- **GROUND SWELL.** The swell encountered in shoal water and which is practically constant.
- GUDGEONS.** Small metal fittings, similar to eyebolts, secured to the sternpost of very small boats for the rudder to hang on. Analogous to the rudder hanger of larger boats.
- **GUESS-WARP.** A line from forward rove through a thimble at the outer end of a boat boom; a toggle being fitted through the line abaft the thimble.
- GUNPORT SHUTTER.** The metal shutter closing a gunport.
- **GUNWALE.** The upper rail of a boat or vessel.
- **GUY.** A steadying rope.
- GYBE.** (sometimes spelled jibe). When sailing free to put the helm over so as to bring the boom on the opposite side.
- **GYRO COMPASS.** A compass consisting of a rapidly spinning rotor so swung as to maintain its axis in the geographical meridian and pointing to the true North.

## H

- HAIL.** To address a vessel; to come from, as to hail from some port.
- HALF RUDDER.** A rudder angle one-half of full rudder.
- HALLIARDS.** (sometimes spelled halyards). Ropes used for hoisting gaffs and sails.
- HAMMOCK.** A sailor's bed, made of canvas and swung at each end to the deck beams.
- HAMMOCK NETTINGS.** The boxes along the interior side of the ship for stowing hammocks.
- HAND.** To furl a sail.
- HANDLE.** The small part of an oar which the oarsman grasps when pulling.
- HAND-LEAD.** A lead of from 7 to 14 pounds used with the hand lead line for ascertaining the depth of water in entering or leaving port.
- HAND-ROPE.** A line secured waist high above a boat-boom or gang-plank; used for steadying oneself. (Also termed grab rope).
- HANDSOMELY.** Slowly, carefully.
- HANDSPIKE.** A long wooden bar, used for heaving at the windlass.
- HANDY-BILLY.** Small portable pump.
- HANGER.** (rudder). A vertical strip of metal, secured to the sternpost forming the traveler upon which the rudder braces secure.
- HARD OVER.** An order to put the wheel or tiller as far over to the side designated as possible.
- HATCH or HATCHWAY.** An opening in a ship's deck for communication or for handling stores or cargo.
- HAULING-LINE.** A line sent down from aloft and used for hauling up a piece of gear.
- HAWSE-HOLE.** The hole in the bows through which the anchor cable runs.
- HAWSER.** A large rope for towing or heavy work.
- HAWSER-LAID or CABLE-LAID.** Rope laid with nine strands against the sun.
- HEAD.** The ship's lavatory; or toilet.
- HEADWAY.** Moving ahead.
- HEAVE IN.** To haul in.

**HEAVING-LINE.** A small line secured to a hawser and thrown to an approaching vessel or to a dock, for a messenger.

**HEAVE SHORT.** To heave in on the cable until the vessel is nearly over her anchor.

**HEAVE TAUT.** To haul in until the line has a strain upon it.

**HEAVE TO.** To put a vessel in the position of lying-to.

**HEEL.** To careen to one side. The after part of the keel. The lower end of the mast or boom. The lower end of the sternpost.

**HEEL-AND-TOE.** A deck watch in port in which the officer-of-the-deck is relieved at the end of each watch, day and night.

**HELM.** The tiller. The machinery by which is a vessel is steered.

**HIGH-AND-DRY.** With no water surrounding.

**HITCH.** The manner of fastening ropes.

**HOGGED.** A vessel drooping at both ends.

**HOGGING-LINE.** A chain bent to the dip-rope and secured to a collision mat for hauling the mat under the side of the vessel.

**HOIST.** The inner or halliard edge of a flag.

**HOIST AWAY.** An order to haul up.

**HOLD.** The space below decks utilized for the stowage of ballast, cargo or stores.

**HOLD WATER.** An order to check a pulling boat's headway by holding the blades of the oars vertically in the water with the oars at right angles to the keel.

**HOLIDAY.** An imperfection, such as a bare spot missed by the brush in painting, tarring or whitewashing.

**HOLYSTONE.** A large flat stone used to clean and whiten a vessel's decks.

**HOME.** To the limit; an anchor comes home when it falls to hold and is dragged towards the vessel.

**HOOD.** A covering for a companion-hatch, skylight, etc.

**HORN.** The haws and booms and gaffs. Also, the ends of cross-trees.

**HOUSE.** To stow or secure in a safe place; a topmast is housed by lowering it and securing it to a lowermast; an awning is housed by hauling the stops down and securing them to the rail.

**HOUSING or HOUSE LINK.** A small rope made of three small yarns and used for seizings.

**HULK.** A worn-out and stripped vessel.

• **HULL.** The body of a vessel.

• **HULL BOARD.** A board of officers on board a man-of-war to inspect and report on the condition of the vessel's hull.

• **HULL DOWN.** Said of a vessel when due to its distance only the spars are visible.

## I

• **INBOARD.** Toward the fore-and-aft line of the ship.

**IN BOWS.** An order to the bow oarsman to boat his oars and stand by with boat-hooks for a landing.

**INNER-BOTTOM.** The top of the double-bottom and consisting of water-tight plating secured to the reverse frames.

• **INSHORE.** Toward the shore.

• **IRISH PENNANT.** An untidy loose end of a rope or article.

**IRONS.** A ship is in irons, when, in tacking, she will not bear away one way or the other.

## J

• **JACK.** The flag similar to the union of the national flag.

• **JACK STAFF.** The staff fitted over the stem to carry the jack.

• **JACOB'S LADDER.** A ladder of rope with wooden steps used over the side and aloft.

**JIB.** A triangular sail on a stay, forward. The flying jib sets just outside of the jib.

**JIB-BOOM.** The boom, rigged out beyond the bowsprit, to which the tack of the jib is lashed.

**JIGGER.** A small tackle, used about the decks or aloft.

**JOLLY ROGER.** A pirate's flag carrying the skull and cross-bones.

• **JUMP SHIP.** To leave a ship without authority.

**JURY-MAST.** A temporary mast, rigged at sea, in place of one lost.



## K

- KEDGE.** A small anchor, used for warping. To kedge, is to warp a vessel ahead.
- KEEL.** The timber or bar forming the backbone of the vessel and running from the stem to the sternpost at the bottom of the ship.
- KEELSON.** The longitudinal timber or bar bolted on top of the keel.
- KENTLEDGE.** Pig-iron ballast, laid each side of the keelson.
- KINK.** A twist in a rope.
- KNEES.** An angular piece connecting a vessel's frames to the beams.
- KNITTLES, or NETTLES.** The halves of two adjoining yarns in a rope, twisted together, for pointing or grafting. Also, small line used for seizings and for hammock-clews.
- KNOCK OFF.** To stop; especially to stop work.
- KNOT.** A division on the log-line, answering to a mile of distance. A nautical mile is 6,080 feet; a land mile 5,280 feet.

## L

- LABOR.** To pitch or roll heavily to and fro.
- LADDER.** A metal, wooden or rope stairway.
- LAND BREEZE.** A breeze from the direction of the land, as commonly experienced in the tropics at night.
- LAND FALL.** The first sighting of land at the end of a sea voyage.
- LAND HO!** The hail from the lookout when land is sighted.
- LANDING-STRAKES.** The second line of planking below the gunwale.
- LAND-LOCKED.** Surrounded by land.
- LANDLUBBER.** The seaman's term for one who does not go to sea.
- LANYARD.** A rope made fast to an article for securing it, e.g., knife lanyard, bucket lanyard, etc.; or for setting up rigging.
- LASH (and CARRY).** The order to lash up the hammocks and stow them in the nettings.
- LATITUDE.** Distance north or south of the equator.

- 6 **LAY.** To come and go; as Lay Aloft!
- LAY ON OARS.** An order to a pulling boat's crew to stop pulling and to hold their oars with the blades horizontal and the oars at right angles to the keel of the boat.
- LEACH.** The after edge of a fore-and-aft sail.
- LEACH-LINE.** A rope used for hauling up the leach of a sail.
- 6 **LEAD.** A piece of lead, shaped like a cone or pyramid, with a small hole at the base, with line attached to upper end, used for sounding. The hole in the base is greased so as to get at the formation of the bottom.
- LEADEN.** Said of the skies when of a dull leaden hue.
- 6 **LEAD-LINE.** Line of cotton twine, braided, for boat lead-line; of flax twine, braided, for ship's lead-line and coasting lead-line; and of hemp for deep-sea lead-line. The line is secured to the lead.
- LEATHER.** That part of the oar which rests in the row-lock. It is usually covered with leather, hence the name.
- LEE.** The side opposite to that from which the wind blows.
- **LEEWARD.** The direction away from the wind.
- LEE SHORE.** The land to leeward of the vessel.
- LEEWAY.** The drift of a vessel to leeward caused by the wind or tide.
- LEAGUE.** Three miles.
- LET FALL.** An order to let the oars fall from the position toss into the rowlocks.
- LET HER RIDE.** To allow to remain.
- **LIE TO.** To stop the progress of a vessel at sea, either by counter-bracing the yards, or by reducing sail so that she will make little or no headway, but will merely come to and fall off by counteraction of the sails and helm.
- **LIFEBOAT.** A ship's boat particularly adapted for use at sea; fitted with a steering oar passed through a steering crutch on the quarter.
- **LIFELINE.** A line secured around the side of the ship above the deck to prevent persons from falling overboard.
- **LIFERAFT.** A raft of various design, carried by vessels for life-saving purposes.
- **LIGHTER.** A craft used in loading and unloading vessels.
- **LIST.** The inclination of a vessel not caused by wind or sea.

**LIZARD.** A rope fitted with a thimble or thimbles and used as a leader for running rigging; a running-lizard is fitted to the middle of a lifeboat's falls for use in taking up the slack when hoisting.

**LOCKER.** A chest or box, for stowage purposes.

**LOG.** An instrument for determining the speed of the vessel.

**LOG BOOK.** The book in which the quartermaster and watch officer enter the occurrences on their watch; the official history and record of the vessel's voyage.

**LONGITUDE.** Distance east or west of meridian of Greenwich.

**LOOM.** That part of an oar which is within the rowlock. Also, to appear above the surface of the water; to appear larger than natural, as in a fog.

**LOWER AWAY.** An order to lower down.

**LUBBER.** A greenhorn aboard ship.

**LUBBER'S HOLE.** A hole in the top, next the mast.

**LUFF.** To put the helm so as to bring the ship up nearer the wind. The forward leech of fore-and-aft sails.

**LUFF-TACKLE.** A purchase composed of a double and single block.

**LUFF-UPON-LUFF.** A luff-tackle applied to the fall of of another.

**LUG-RIG.** Applied to large quadrilateral sails bent to yards that hang obliquely to the mast, the halyards being secured nearer to one end of the yard than to the other. In the "standing lug" rig used in the Navy the foretack is lashed or hooked to an eyebolt on the afterside of the foremast.

**LURCH.** A sudden roll of a vessel.

## M

**MAGAZINE.** The space provided for the stowage of explosives.

**MAGNETIC COMPASS.** A compass in which the card carries bundles of magnets and thus points toward the magnetic pole.

**MAIN.** Applies to the principal mast and booms.

**MAINBOOM.** The boom on the mainmast which spreads the foot of the mainsail.

- **MAINDECK.** The highest deck extending from stem to stern.
- **MAKE COLORS.** Hoisting the ensign at 8 a.m.
- **MAKE SUNSET.** Lowering the colors at sunset.
- MALL or MAUL.** A heavy iron hammer used in driving bolts.
- MALLET.** A small maul, made of wood.
- MANHOLE.** A hole designed so as to admit a man's body and closed by a water-tight plate.
- **MANILA.** A rope fibre grown in the Philippines.
- **MAN THE BOAT.** An order to embark.
- **MARKS.** The marking of a lead-line to show depth at a glance or by feeling.
- MARL.** To wind or twist small line or rope around another.
- MARLINE.** Small two-stranded stuff, used for marling. A finer kind of spunyarn.
- MARLING-HITCH.** A hitch used in marling.
- MARLINESPIKE.** A pointed iron instrument used in working with rope and wire.
- **MARRY.** To join ropes together by a worming over both.
- MARTINGALE.** A short, perpendicular spar, under the bowspritend, used for guying the head-stays. Sometimes called a dolphin.
- **MAST.** A spar set upright from the deck, to support rigging, yards and sails.
- **MASTHEAD.** The top part of a mast.
- MAT.** A weave of strands of old rope to form a mat for use as chafing gear.
- MATHEW WALKER.** A stopper knot which takes its name from the originator.
- **MEAL PENNANT.** The red pennant flown at the yardarm of men-of-war during meal hours.
- **MESS.** Any number of men who eat or lodge together.
- **MESSENGER.** A line used for hauling over a heavier rope or cable.
- **MILE.** A nautical mile of 1-60 of a degree of latitude, generally 6,080 feet.
- MISS-STAYS.** To fail of going about from one tack to another.

**MIZZENMAST.** The aftermost mast of a ship. The spanker is sometimes called the mizzen.

**MORNING ORDER BOOK.** The book in which the Executive Officer writes his instructions for the ship's work on the following morning.

**MOTOR BARGE.** Special built boats for use of flag officers. (See barge).

**MOTOR BOATS.** Used for carrying officers, dispatch and mail service.

**MOTOR DORIES.** (Same as dories). A small flat-bottomed boat equipped with motor-power.

**MOTOR LAUNCHES.** Especially designed for ships' heavy work, such as carrying stores or large liberty parties or landing forces.

**MOUSE.** To put turns of rope-yarn or spunyarn around the end of a hook and its standing part when it is hooked to anything, so as to prevent its slipping out.

**MOUSING.** A knot or puddening, made of yarns, and placed on the outside of a rope.

**MUFFLE.** Oars are muffled by putting mats or canvas around their looms in the rowlocks.

**MUSTER.** To assemble the crew.

## N

**NAVAL STORES.** Oil, turpentine, pitch, etc.

**NAVIGATION.** The art of conducting a ship from port to port.

**NAVIGATOR.** The officer charged with the safe navigation of the vessel.

**NEAPED.** The situation of a vessel when she is aground at the height of the spring tides.

**NETTING.** Network of rope or small lines. Used for stowing away sails or hammocks.

**NIGHT ORDER BOOK.** The book on a man-of-war in which the Captain enters his orders for the night's run.

**NIP.** A short turn in a rope.

**NOSE.** A vessel's cutwater.

**NUN BUOY.** A buoy tapering at each end.



## O

**OAKUM.** A material used for caulking the seams of vessels and made from the loose fibres of old hemp rope.

**OAR.** A wooden implement used to row a boat.

**OARS.** An order to stop pulling temporarily and to lay on oars.

• **OFFICER OF THE DECK.** Officer temporarily in charge of the deck of a vessel.

**OFFICER OF THE WATCH.** (See watch officer).

**OFFING.** Distance from shore.

**ONE-THIRD SPEED.** One third of the standard speed of a vessel.

• **ON SOUNDINGS.** Said of a vessel when the depth of water can be measured by the lead—usually up to about 80 fathoms.

• **ON THE BEAM.** Same as abeam or abreast.

• **ON THE BOW.** The bearing of an object from 0 to 45 degrees from ahead.

• **ON THE QUARTER.** The bearing of an object from 135 to 180 degrees from ahead.

• **OUTBOARD.** Towards the sides of the vessel.

**OUTER-KEEL.** The vertical keel.

**OUT OARS.** An order to a pulling boat fitted with trailing oars to ship the oars in the rowlocks.

**OUT OF TRIM.** Not properly trimmed or ballasted.

**OVERHAUL.** To overhaul a tackle, to let go the fall and pull on the leading parts so as to separate the blocks. To overhaul a rope, is generally to pull a part through a block so as to make slack. To examine.

**OVERLAP.** The situation where an overtaking vessel has forged ahead to a point where it has the choice on which side to pass.

## P

• **PAINTER.** A rope attached to the bows of a small boat, used for making her fast.

**PALM.** A piece of leather fitted over the hand, with an iron for the head of a needle to press against in sewing canvas. Also the fluke of an anchor.

**PARBUCKLE.** To hoist or lower a spar or cask by single ropes passed around it.

- PART.** To separate; to break.
- PASS A LINE.** To reeve and secure a line.
- PASS A STOPPER.** To reeve and secure a stopper.
- PASS THE WORD.** To repeat an order or information to the crew.
- PATENT-LOG.** A speed recording device; the log consisting of a rotator, a log-line and a recording device.
- PAUNCH--MAT.** A thick mat, placed at the slings of a yard or elsewhere.
- PAWL.** A short bar of iron, which prevents the capstan or windlass from turning back.
- PAY OFF.** To turn the bow away from the wind; to pay the crew.
- PAY OUT.** To slack out on a line made fast on board.
- PEAK.** The upper, outer corner of a sail attached to a gaff.
- PELICAN-HOOK.** A hinged hook fitted with a tripping-line made fast to an eye at the back of the hook; used for dropping an anchor clear of the ship's side.
- PELORUS.** An instrument used for taking bearings and consisting of a circular flat ring, on gimbals, and mounted on a vertical stand.
- PENNANT.** A long narrow piece of bunting, carried at the masthead. Broad pennant. A square piece carried in the same way.
- PICKET BOAT.** A large heavy power boat, usually propelled by sculling, and used for cleaning and painting the waterline.
- PIN.** The axis on which a sheave turns. A short piece of iron or wood to which ropes are belayed.
- PINTLE.** A metal bolt, used for hanging a rudder.
- PIPE DOWN.** An order to keep quiet; an order dismissing the crew from an evolution.
- PIPE THE SIDE.** The ceremony at the gangway when the boatswain's pipe is blown as an official comes aboard or leaves a man-of-war.
- PIPE TO (quarters).** Boatswain's pipe call to an evolution.
- PITCH.** A substance obtained from pine trees and used in paying the seams of a vessel.
- PLANKS.** Thick, strong boards, used for covering the sides and decks of vessels.

**PLUG.** A piece of wood fitted into a hole in a vessel or boat, so as to let in or keep out water.

**POINT.** To take the end of a rope and work it over with knittles.

**POOPDECK.** A partial deck at the stern over the main deck.

**PORT.** The left side of a vessel looking forward. An opening in a ship's side—such as air-port, gun-port, or cargo-port.

**PRECIPITATION.** Rain or snow.

**PREVENTER.** An additional rope or spar, used as a support.

**PRICKER.** A small marlinespike, used in sailmaking, rigging, etc.

**PROTECTIVE DECK.** The deck filled with the heaviest protective plating.

**PROW.** The part of the bow above the water.

**PUDDENING.** A quantity of yarns, matting, or oakum, used to prevent chafing.

**PULLING AN OAR.** Rowing.

**PUNT.** A rectangular flat-bottomed boat, usually propelled by sculling, and using for cleaning and painting the waterline.

**PURCHASE.** A mechanical power which increases the force applied.

## Q

**QUADRANT.** An instrument used in navigation. The metal fitting on the rudder-head of some vessels and to which the steering ropes are attached.

**QUARTER.** That portion of the vessel's sides near the stern.

**QUARTER-BILL.** A vessel's station bill showing duties of the crew.

**QUARTERDECK.** A name applied to the part of the upper deck reserved for the use of officers.

**QUARTERMASTER.** A petty officer of the bridge force.

**QUAY.** A cargo discharging wharf.

## R

**RACE.** A confusion of the water due to conflicting tides; the momentary speeding up of a propeller due to the blades being clear of the water.

**RACK.** To pass a seizing binding two ropes together.

**RADIO COMPASS.** An apparatus for obtaining the direction of radio sending stations and thus plotting a vessel's position.

**RAKE.** The angle of a vessel's masts from the vertical.

**RATLINES.** Lines running across the shrouds, horizontally, and used in going aloft as a ladder.

**RATTLE DOWN.** To clove-hitch ratlines across the rigging.

**READY ABOUT.** An order to prepare for coming about.

**RECOVER.** The point at the end of the stroke where the oar is pulled out of the water; to swing the oar back from the end of one stroke to the beginning of the next.

**REEF.** To reduce the area of a sail by making fast reef points and earrings.

**REEF POINTS.** Short lengths of rope sewed on each side of the reef-band and secured around the foot of the sail in reefing.

**REEVE.** To pass the end of a rope through any lead, such as a sheave or fair-lead.

**RELIEVING** (watch, etc.). To take over the duty, as when one watch relieves another.

**RELIEVING TACKLE.** A tackle of double and single blocks rove with an endless fall and used to relieve the regular tiller tackles.

**RENDER.** To pass through freely.

**RIBS.** The framework of a vessel.

**RIGGING.** General term for all ropes of a vessel.

**RIGHT.** To right the helm amidships.

**RING BOLT.** An eye-bolt with a ring through the eye.

**ROADSTEAD.** An anchorage usually partially exposed.

**ROPE-YARN.** A thread of hemp, or other material, of which a rope is made.

**ROWLOCKS.** The receptacles for the oars in rowing a boat.

**RUDDER.** That by which a vessel or boat is steered, attached to the sternpost.

**RUDDER INDICATOR.** A mechanical or electrical tell-tale showing the rudder angle.

**RULES OF THE ROAD.** The regulations governing navigation.

**RUN.** The narrowing afterpart of a vessel.

**RUNNING RIGGING.** That part of a ship's rigging which is movable and rove through blocks, such as halyards, sheets, etc.

## S

**SAIL HO!** The cry from the lookout to notify that a vessel has been sighted.

**SAILING LAUNCH.** A heavy workboat, square-sterned and fitted for rowing purposes with grommets and thole pins; used for ship's heavy work and for carrying out anchors.

**SAILS.** Pieces of stout fabric, commonly canvas, attached to a mast, spar, yard, or stay on a vessel, so that they may be spread to the wind to aid in the vessel's propulsion.

• **SCALE.** ~~To climb up~~; a formation of rust.

**SCHOONER.** A sailing vessel with two or more masts with fore-and-aft sails and with headsails carried on a bowsprit and jib-boom.

**SCRAPER.** A small, triangular iron instrument, with a handle fitted to its center, used for scraping decks, masts, etc.

• **SCREW.** The propeller.

**SCULL.** A short oar. To impel a boat by one oar at the stern.

**SCUPPERS.** Holes cut in the waterways to drain water from the decks.

• **SCUTTLEBUTT.** The container of fresh water for drinking purposes used by the crew.

• **SEA-ANCHOR.** A drag thrown overboard to keep a vessel to the wind and sea.

**SEA-COCK.** A cock in a pipe connected to the sea; a vessel may be flooded by opening the sea-cocks.

• **SEA-PAINTER.** A line leading from forward and secured to the forward inboard thwart in such a way as to permit quick releasing. It tends to throw the bow of the boat out when the boat is water-borne.

**SEA-SLED.** Airplane rescue boats.

**SEAWAY.** A moderate or rough sea.



- **SECOND DECK.** A complete deck next below the main deck.
- **SECURE.** To make fast; safe.
- **SEIZE.** To fasten ropes together by turns of cord, line, or small rope.
- SEIZINGS.** The fastening of ropes that are seized together.
- **SEMAPHORE.** A code indicated by the position of the arms.
- SENNIT, or SINNET.** A braid, formed by plaiting rope-yarns or spunyarn together.
- **SERVE.** To wind small stuff, such as rope-yarns, spun-yarns, etc., around a rope to keep it from chafing.
- SET SAIL.** An order to put to sea.
- **SET TAUT.** An order to take in the slack and to take a strain on running gear preparatory to heaving it in.
- **SET THE WATCH.** Strictly speaking, to divide a ship's company into watches; the order at 8 p.m. on a man-of-war to station the first watch.
- **SEXTANT.** The instrument used in determining altitude of heavenly bodies.
- SHACKLES.** Links in a chain cable fitted with a movable bolt so that the chain can be separated.
- SHANK.** The main piece of the anchor having the arms at the bottom and the jew's-harp at the top.
- SHANK-PAINTER.** The rope or chain securing the fluke of an anchor on the billboard to a toe of the tumbler arm.
- SHEATHING.** A casing or covering on the bottom of a vessel.
- SHEARS.** Two or more spars, raised at angles and lashed together near their upper ends, used for lowering or hoisting heavy objects.
- SHEAVE.** The wheel of a block over which the fall of the block reeves.
- SHEEP-SHANK.** A hitch or bend, used to shorten a rope temporarily.
- SHEER-STRAKE.** The uppermost strake of a vessel's side.
- SHEET ANCHOR.** A vessel's largest anchor.
- SHEETS.** The rope used to spread the clew of headsails and to control the boom of boomsails.
- SHELL.** The case of a block.

**SHELLROOM.** The space provided for the stowage of shells.

**SHIFT THE RUDDER.** An order to shift the rudder over to the other side.

**SHIP.** To enlist; to send on board cargo; to put in place; to take on board. A vessel with three or four masts, with tops and yards.

**SHIPSHAPE.** Neat, seamanlike.

**SHORE.** To prop up. A prop or stanchion, placed under a beam.

**SHOT.** A short length of chain, usually of 15 fathoms.

**SHOVE OFF.** To leave; an order to the bowman to shove the bow clear preparatory to leaving a dock or a vessel's side.

**SHOW-A-LEG.** An order to make haste.

**SHROUDS.** Side stays of hemp or wire from the mast-head to the rail and set up by dead-eyes.

**SICK-BAY.** Ship's hospital.

**SING OUT.** To call out or answer.

**SLACK.** To ease off; to be slow in tacking; the state of the tide when there is no horizontal motion.

**SKIDS.** Beams sometimes fitted over the decks for the stowage of heavy boats.

**SLING.** To set in ropes, so as to put on a tackle to hoist or lower it.

**SLIP.** To let go a cable and stand out to sea.

**SLOOP.** A small vessel with one mast.

**SMALL-STUFF.** Spunyarn, marline, and the smallest kinds of rope, such as ratline, etc.

**SNAKE.** To pass small stuff across seizing, with marling hitches at the outer turns.

**SNATCH-BLOCK.** A single block, with an opening in its side below the sheave, or at the bottom, to receive the bight of a rope.

**SNUB.** To check a rope suddenly.

**SOLE.** A piece of timber fastened to the foot of the rudder, to make it level with the false keel.

**SPANKER.** The aftermast and sail of a schooner having more than three masts.

**SPARS.** General term for masts, yards, booms, gaffs, etc.

**SPINNAKER.** A light sail of great spread used on yachts when running before the wind.

**SPIT KIT.** A small wooden or metal tub used as a spittoon.

**SPLICE.** To join two ropes together by interweaving their strands.

**SPLINTERDECK.** The deck fitted with the lightest protective plating.

**SPRAY.** An occasional sprinkling dash from the top of a wave by the wind.

**SPRING.** To turn a vessel with a line.

**SPRING TIDES.** The highest and lowest course of tides, occurring every new and full moon.

**SPRIT.** A small sail boat with one sail set by a sprit secured at the foot of the mast and to the peak of the sail. A small spar used to hoist the peak of a boomless and gaffless sail. The upper end of the sprit fits into a grommet or becket, and the lower end rests in a snorter secured near the foot of the mast.

**SPUNYARN.** A rope formed by twisting together two or three rope-yarns.

**SQUALL.** A sudden and violent gust of wind.

**SQUILGEE** (squeegee). A deck dryer composed of a flat piece of wood shod with rubber, and a handle.

**STAFF.** A pole or mast, used to hoist flags upon.

**STANCHIONS.** Upright posts of wood or iron, placed so as to support the beams of a vessel. Upright pieces placed at intervals along the sides of a vessel, to support the bulwarks, and rail, and reaching down to the bends by the side of the pieces to which they are bolted. Any fixed upright support.

**STANDARD COMPASS.** The compass used by the navigator as a standard.

**STANDARD HALF RUDDER.** That rudder angle which at 12 knots, will give a tactical diameter of 1,000 yards.

**STANDARD RUDDER.** That rudder angle which at 12 knots, will give a tactical diameter of 750 yards.

**STANDARD SPEED.** The prescribed speed as indicated by the signal.

**STAND BY.** A preparatory order.

**STAND BY THE OARS.** An order given to prepare to get the oars up or out.

**STANDING.** The standing part of a rope is that which is fast, the opposite to the hauling part. The standing part of a tackle is that part which is made fast to the blocks and between that and the next sheave, the opposite to the hauling and leading parts.

**STANDING RIGGING.** That part of a vessel's rigging which is made fast to the sides.

**STARBOARD.** The right side of the vessel, looking forward.

**STATION-BILL.** A list showing the station of every man, in case of accident.

**STEADY!** An order to hold a vessel on the course she is maintaining.

**STEERAGE.** The junior officers' quarters.

**STEERAGE-WAY.** Having headway enough so that the vessel will mind her rudder. The slowest speed at which a vessel will steer.

**STEERING COMPASS.** The compass by which the ship is steered.

**STEERING CRUTCH.** A metal swivel fitting on the quarter-rail of a lifeboat as a support for the steering oar.

**STEM.** The foremost vertical timber or casting, fitting into the forward end of the keel. The center anchor housed in the stem hawse pipe.

**STEP.** A block of wood secured to the keel into which the heel of the mast is placed.

**STERN.** The after part of a vessel.

**STERNBOARD.** Progress astern.

**STERN-FAST (stern line).** A rope led over the stern of a boat and used in securing her by the stern.

**STEVEDORE.** A professional cargo stower.

**STIFF.** Said of a vessel when she stands up well without heeling under her canvas.

**STOP.** A fastening of small stuff. Small projections on the outside of the checks of a lower mast, at the upper parts of the hounds.

**STOPPER.** A short length of rope secured at one end, and used in securing or checking a running rope, e.g.; deck stopper, boat-fall stopper, etc.

**STOPPER BOLTS.** Ring-bolts to which the deck stoppers are secured.

**STOVE.** Broke in.

**STOW.** To put in place.

**STRAND.** A number of rope-yarns twisted together.

**STRAP.** Rope or iron around a block to keep its parts together.

**STRAKE.** A continuous planking or plating fitted end to end from stem to stern of a vessel's side.

**STRETCHERS.** Foot braces for oarsmen and consisting of pieces of wood placed athwartships in the bottom of a pulling boat.

**STRIKE.** To lower sail or colors.

**STRIP.** To dismantle.

**STROKE.** The sweep of an oar; an order given at the catch of the stroke.

**STRONGBACK.** The spar lashed to the two davits on which a boat is hoisted.

**SUED (or sewed).** The condition of a ship when she is high and dry on shore.

**SUPERSTRUCTURE-DECK.** A partial deck above the main, upper, forecastle or poop deck, and not extending out to the side of the ship.

**SURF.** The breaking of the sea upon the shore.

**SURGE.** A large swelling wave. To surge a rope or cable is to slack it up suddenly where it renders around a pin, or around the windlass or capstan.

**SWAB.** A rope mop.

**SWAMP.** To sink by filling with water.

**SWAY.** To hoist up.

**SWEEP.** To drag the bottom. Large oars used in small vessels to force them ahead.

**SWIFT.** To bring two shrouds or stays close together by ropes.

**SWING SHIP.** The evolution of swinging a ship's head through several compass points, to adjust the compasses.

**SWIVEL.** A long link of iron, used in chain cables, made so as to turn upon an axis intended to keep the turns out of a chain.



## T

**TACKLE.** A purchase; formed by a rope rove through one or more blocks.

**TAFFRAIL.** The rail around a ship's stern.

**TAFFRAIL LOG.** The log mounted on the taffrail and consisting of a rotator, a log-line and a recording device.

**TAIL.** A rope spliced into the end of a block and used for making it fast to rigging or spars. A ship is said to be tail up or down stream, when at anchor, according to how her stern swings up or down with the tide.

**TAIL ON!** To take hold of a rope and pull.

**TAKE A TURN.** To pass a turn around a belaying pin or cleat and hold on.

**TAR.** A liquid gum, taken from pine and fir trees, and used for caulking, putting upon yarns in rope making, and upon standing rigging, to protect it from the weather.

**TARPAULIN.** A piece of heavy canvas, used for covering hatches, boats, etc.

**TAUT.** With no slack; strict as to discipline.

**TENDER.** Crank or heeling unduly; a vessel accompanying a group of vessels for effecting repairs, carrying stores, etc.

**THIMBLE.** An iron ring, having its rim concave on the outside for a rope or strap to fit snugly.

**THIRD DECK.** A complete deck next below the second deck.

**THOLE PINS.** Pins in the gunwale of a boat, between which an oar is held when pulling.

**THROAT.** The inner end of a gaff, where it widens and hollows to fit the mast. Also, the hollow part of a knee. The throat brails, halyards, etc., are those that hoist or haul up the gaff or sail near the throat. Also, the angle where the arm of an anchor is joined to the shank.

**THRUM.** To stick short strands of yarn through a mat or canvas, to make a rough surface.

**THRUM-MATS.** Mats made of a small piece of canvas, with short strands of rope-yarn sewed on it—called "thrumming." These are placed between the rowlocks and the oars to prevent noise in pulling.

**THWARTS.** The seats going across a boat, upon which the oarsmen sit.

**THWARTSHIPS.** At right angles to the fore-and-aft line.

**TIDE.** To work up or down a river with a fair tide and head wind or calm, coming to anchor when the tide turns.

**TIDE-WAY.** The part of a channel in which the tide ebbs and flows.

**TIER.** A range of casks. The range of the fakes of a cable or hawser.

**TILLER.** A bar of wood or iron, put into the head of the rudder by which it is moved.

**TIMBERS.** A general term for all large pieces of wood used in shipbuilding. Long pieces of wood, bending outward, running from the keel up, on each side, and forming the ribs of a vessel.

**TOGGLE.** A pin placed through the bight or eye of a rope, block-strap or bolt, to keep it in its place, or to put the bight or eye of another rope upon, securing them together.

**TOMPION** (pronounced *tompkin*). The wooden plug placed in the muzzle of a gun to keep out dampness.

**TOP.** The platform at the top of a mast.

**TOPGALLANT-MAST.** The third mast above the deck.

**TOPGALLANT-SAIL.** The third sail above the deck.

**TOP-HEAVY.** Too heavy aloft.

**TOPMAST.** The second mast above the deck; next above the lower mast.

**TOPPING LIFT.** A lift used for topping up the end of a boom.

**TOPSIDES.** Above decks.

**TORPEDO RETRIEVERS.** A specially designed 40-foot retriever boat for shore station torpedo testing ranges.

**TOSS.** To throw an oar out of the rowlock, and raise it perpendicularly on its end, and lay it down in the boat, with its blade forward.

**TOSS OARS.** An order given to raise the oars from the rowlocks to a perpendicular position, blades fore-and-aft, with the handles resting on the bottom of the boat.

**TOW.** To draw another vessel along in the water.

**TRAILING LINES.** Small lines secured to the boat and around the oars to prevent the latter from getting adrift when traileed.

**TRAIN.** All the non-combatant vessels accompanying the fleet.

- TRANSOMS.** Pieces of timber going across the sternpost, to which they are bolted. Raised platform in small vessels and yachts, used for seats, etc.
- TRAVELLER.** An iron ring, fitted so as to slip up and down rigging.
- TRICE.** To haul up.
- TRIM.** The angle to the horizontal in which a vessel rides; to handle the sheets so as to make the most out of the wind; shipshape.
- TRIP.** To raise an anchor clear of the bottom.
- TRIPPING-LINE.** A line used for tripping a spar in sending it down.
- TROUGH.** The hollow between two waves.
- TRUCK.** The flat circular piece of wood secured at the top of the highest mast or at the top of a flagstaff.
- TRUNNIONS.** The arms on each side of a gun by which it rests upon the carriage and on which, as an axis, it is elevated or depressed.
- TUGBOAT.** A small vessel fitted for towing purposes.
- TUMBLING HOME.** Ship's sides when they fall in above the bends.
- TURK'S-HEAD.** An ornamental knot.
- TURN.** Passing a rope around a pin or kevel, to keep it fast.
- TURN IN! and TURN OUT!** Orders to go to rest in or get up from a berth or hammock.
- TURN TO.** An order to commence ship's work.
- TURN UP!** Order given to send the crew up from between decks.
- TWO-THIRDS SPEED.** Two-thirds of standard speed.
- TYPHOON.** A hurricane in the Eastern seas.

## U

- UNBEND.** To cast off or to untie.
- UNDERWAY.** Having way or progress.
- UNION.** The upper inner corner of an ensign.
- UNION JACK (see jack).** Small flag, containing only the union without the fly, usually hoisted at the bowsprit-cap.
- UNMOOR.** To heave up one anchor so that the vessel may ride at single anchor.

- UNSHIP.** To take apart or to remove from its place.
- UP BEHIND.** An order to cease pulling and slack up roundly so that the gear may be delayed.
- UP OARS.** An order given to raise the oars from the boat to a position of toss.
- UPPERDECK.** A partial deck amidships, over the main-deck.
- UPPER-WORKS.** The sides of a vessel above the water-line..
- UP TAKE.** The enclosed trunk connecting a boiler or a group of boilers to the smokestack.

## V

- VANE.** A fly at the masthead revolving on a spindle, to show the direction of the wind.
- 'VAST.** An order to cease.
- VEER.** To slack off and allow to run out; said of a change of direction of wind with the sun.
- VENTILATOR.** A wooden or metal pipe used to supply or exhaust air.

## W

- WAKE.** A vessel's track; behind.
- WAIST.** The portion of the deck between the forecastle and quarterdeck.
- WALK BACK.** An order to keep the gear in hand but walk back with it toward the belaying point.
- WALL.** A knot put on the end of a rope.
- WALL-SIDED.** A vessel may be said to be wall-sided when her sides run up perpendicularly from the bends.
- WARDROOM.** Commissioned officers' quarters on a man-of-war.
- WARP.** To move a vessel forward or from one place to another by means of a rope made fast to some fixed object, or to a kedge.
- WASH-BOARD.** Light pieces of board placed above the gunwale of a boat.

- ◉ **WATCH.** A division of time on board ship. There are seven watches in a day, from 12 M. round through the 24 hours. They consist of 5 regular 4-hour watches and the 2 "dog-watches" (see Dog Watch). A certain portion of the ship's company, appointed to stand these watches are known as "the watch." A buoy is said to watch when it floats on the surface.
- ◉ **WATCH OFFICER.** An officer taking his turn as officer-of-the-watch.
- ◉ **WATCH-AND-WATCH.** Two watches alternating on deck.
- WATCH HO! WATCH!** The word passed along from forward aft in heaving the deep-sea lead as a warning that the line is running out.
- WATCH-TACKLE.** A small luff purchase with a short fall, the double block having a tail to it and the single one a hook. Used about deck.
- ◉ **WATER'S EDGE.** The surface of the water.
- ◉ **WATERLINE.** The line painted on the side of a vessel at the water's edge.
- ◉ **WATER-TIGHT.** Capable of keeping out water.
- WATER-WAYS.** Gutters running fore-and-aft on both sides, connecting the deck with the vessel's sides. The scuppers run through them to let the water off.
- WAY ENOUGH.** An order given to finish the stroke, toss and boat the oars.
- WEAR.** To change from one tack to another by putting the helm up.
- WEATHER.** To windward.
- WEATHER-EYE.** To keep a weather-eye is to be on the alert.
- WEATHER-ROLL.** The roll which a ship makes to windward.
- WEATHER-TIDE.** A tide setting to windward.
- WEIGH.** To lift up, as, to weigh an anchor or a mast.
- WELL!** An order meaning sufficient.
- ◉ **WHALEBOAT.** A double-ended, single or double-banked boat, pulling 5 or 6 oars single-banked or 12 oars double-banked. They are fitted with swivel rowlocks, steered with a rudder in port, and a steering oar at sea. Are particularly adapted for use at sea and are generally used as lifeboats.
- WHEEL.** The instrument attached to the rudder by which a vessel is steered.



**WHERRY.** A light handy boat for officers' use.

**WHIP.** A purchase formed by a rope rove through a single block. Also, to secure the end of a rope from fagging by seizing of twine.

**WIDE BERTH.** At a considerable distance.

**WILDCAT.** A sprocket wheel on the windlass for taking the links of a chain cable.

**WINCH.** A purchase formed by a horizontal spindle or shaft with a wheel or crank at the end.

**WIND** (a steamer). To turn a vessel end-for-end, usually by the use of lines.

**WINDLASS.** The machine used to weigh the anchor.

**WIND-RODE.** The situation of a vessel at anchor when she swings and rides by the force of the wind, instead of by the tide or current.

**WINDWARD.** Toward the wind.

**WING.** That part of the hold or between-decks which is next the side.

**WORM.** To fill up between the lays of a rope with small stuff wound around spirally. Stuff so wound round is called worming.

## Y

**YACHT.** A vessel of pleasure or state.

**YARD.** A light spar to which the head of a lug-rig-sail is secured; in a square-rigged vessel, the spar suspended horizontally from the mast and to which the head of a square sail is bent.

**YARD-ARM.** The extremities of a yard.

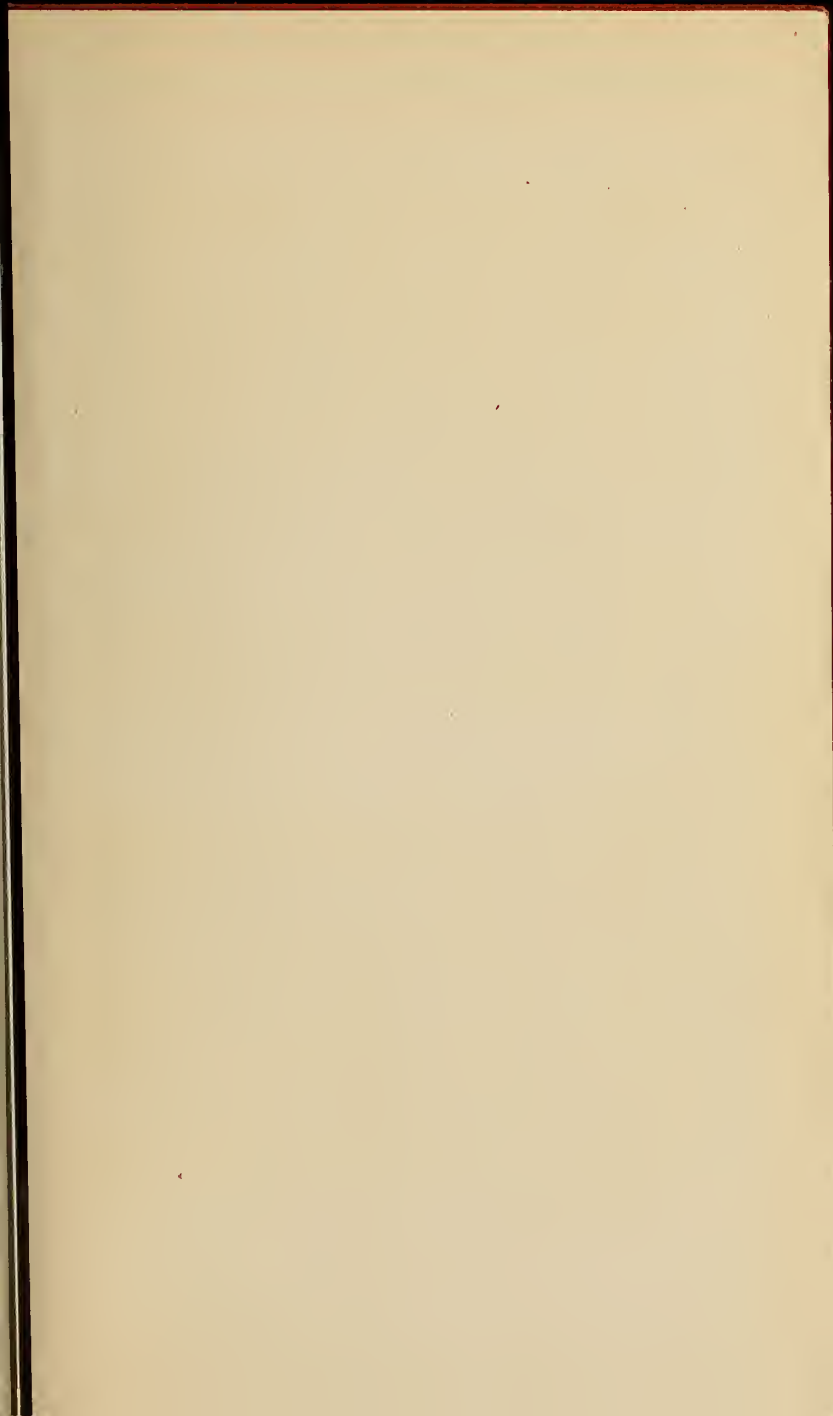
**YARD-ARM BLINKER.** A signal light carried on the yard-arm of men-of-war and operated to indicate dots and dashes.

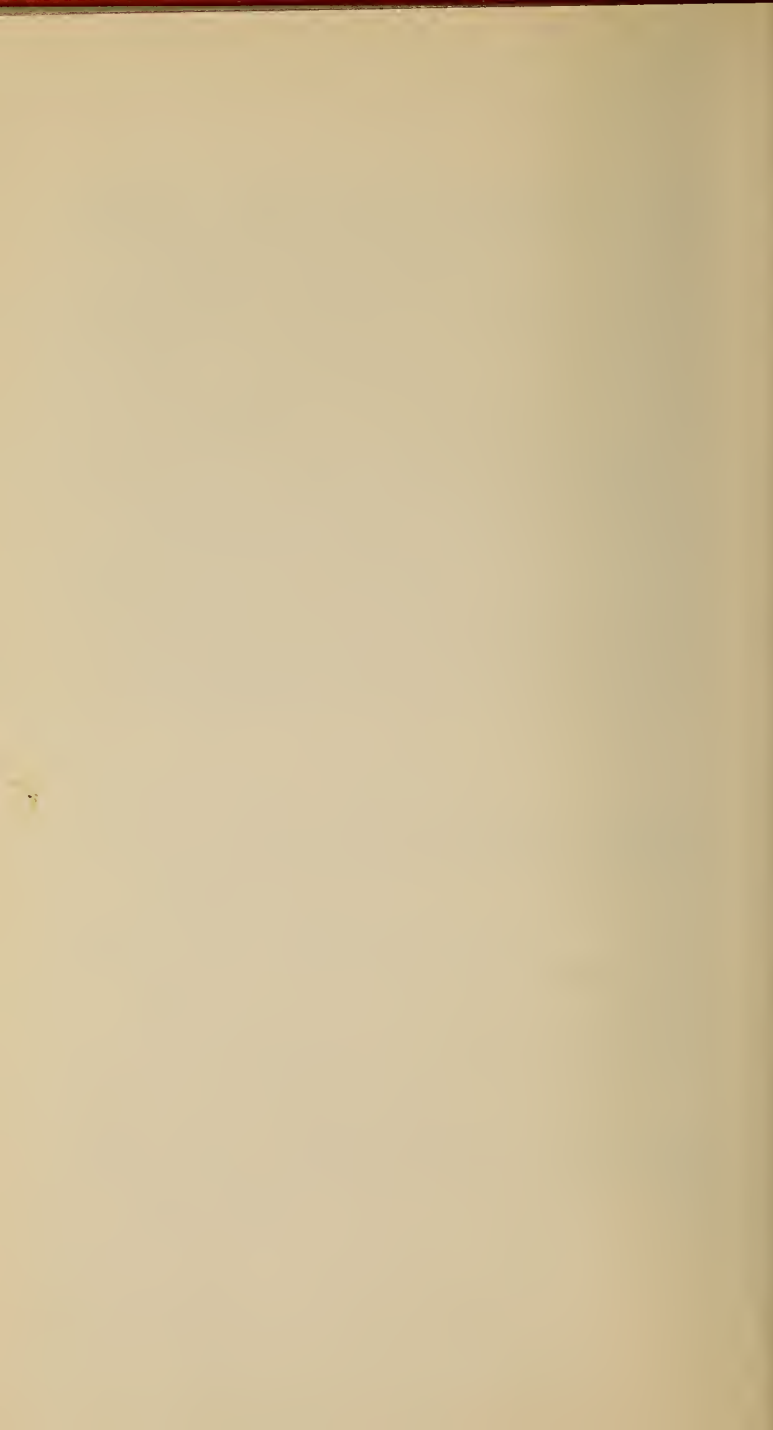
**YAW.** To steer wildly or out of the line of the course, as when running with a heavy quartering sea.

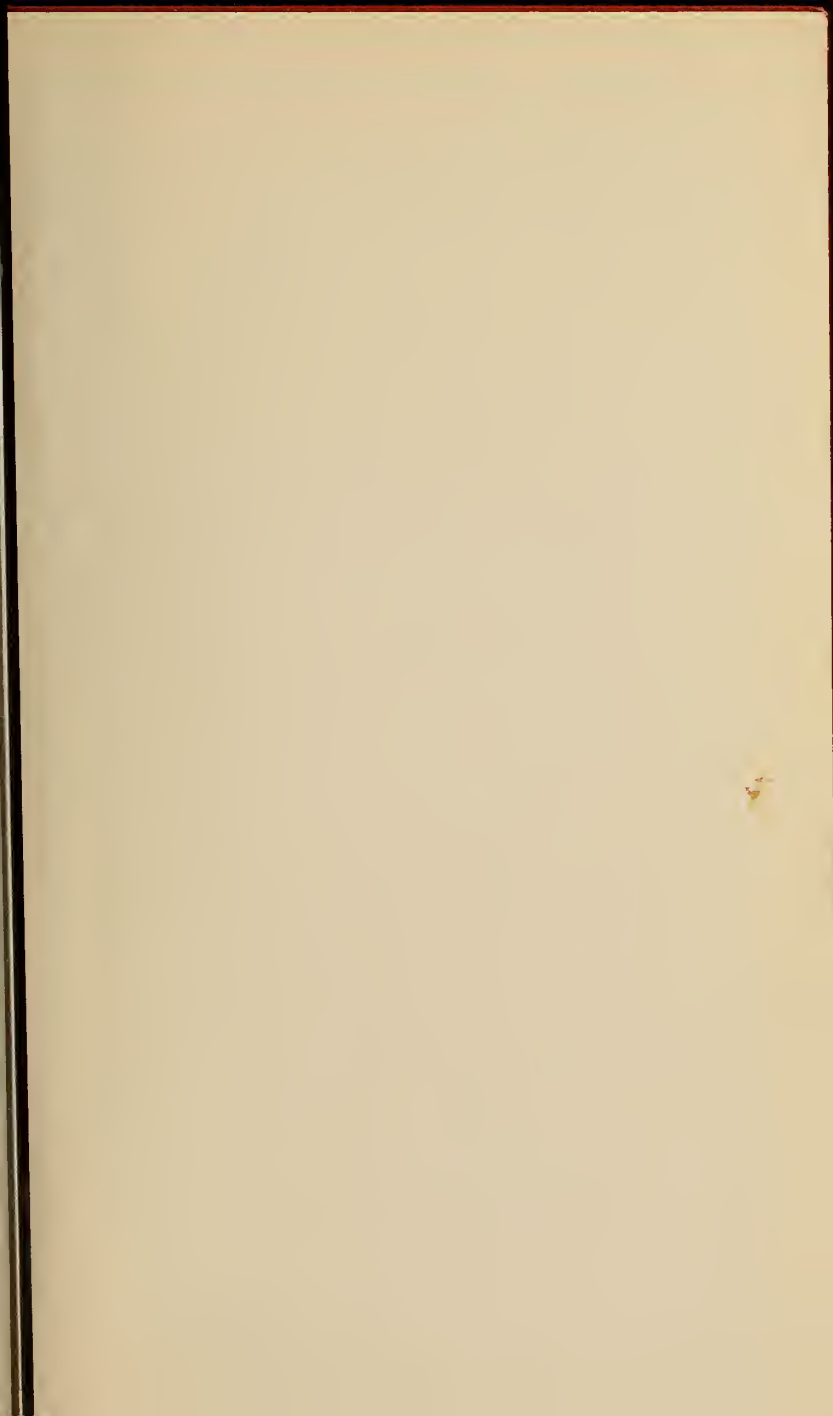
**YAWL.** A vessel with two masts, the small one aft.

**YELLOW FLAG.** Signifies vessels in quarantine.

**YOKE.** A piece of wood placed across the head of a boat's rudder with a rope attached to each end, by which the boat is steered.

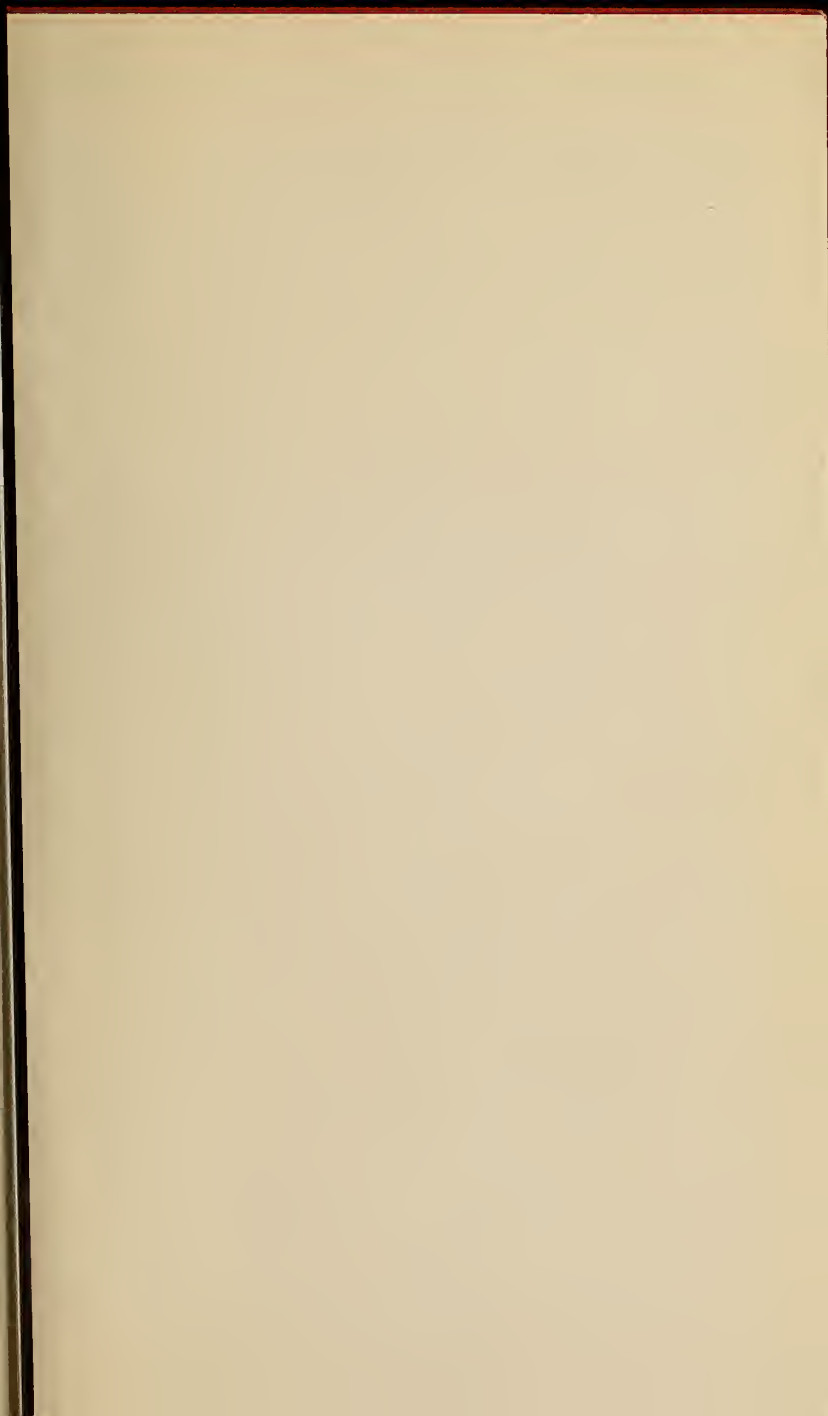












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